Huntington Syndicate Officials Regard the Proposed Plans with Favor.

The Ohio Valley to Be Controlled by the Chesapeake, Ohio & Southwestern-Serious Charges Against the Missouri Pacific.

A special dispatch from Evansville says: The Ohio Valley railroad on next Saturday will formally be turned over to the Huntington syndicate and will be operated by the Chesspeake, Ohio & Southwestern railroad. To-day a party of officers of the Newport News system arrived at Evansville. Among them were Third Vice-president John Echols, General Superintendent M. B. Cutler and Auditor J. W. Baird. They come to investigate the workings of the road. This morning a special engine was employed to haul them to the incline above the city. where the cars are transferred to Kentucky. President Kelsey and Superintendent Montgomery accompanied the party. This visit was at the instance of Mr. Kelsey, who, it is well known, is president of a company having in view the bridging of the river at that point, and maps, together with drawings indicating the approaches and survey of the structure, were brought before the eyes of the visitors, and the lay of the land noted. Mr. Echols expressed himself as being favorable to the immediate erection of the bridge. It will save time and facilitate matters to a remarkable degree, and in the long run prove a money-saver. Others of the party expressed themselves similarly, and it is not unlikely that the Huntington syndi-cate, with the immense capital behind it and the millions that they can command, will, in the near future, cause the Ohio to be bridged. To-day a circular was issued by President Kelsey, of the Ohio Valley. announcing the proposed changes; also the resignations of the general officers of the road, and the appointment of their suc-cessors. M. B. Cutler is to be general superintendent and W. H. Prouty, general passenger agent.

Millions of Miles by Rail. The boast of a passenger conductor on the Boston & Maine road that he, in a quarter of a century, has traveled 1,039,160 miles, is being sent over the country as something remarkable, and it has resulted in setting many veteran railroaders to figuring. The Philadelphia Record knows of several Pennsylvania ticket-punchers who have a better record, and says: "Conductor Joseph H. Missimer, who runs on the 10 o'clock express on the main line of the Reading railroad, has been traveling up and down the road since 1868, and covers 186 miles daily. For two years he ran to Williamsport, making 211 miles daily. This gives him a record of 1,597,720 miles in his twenty-three years. Conductor S. G. Boone, who recently left the Keading's service, has an even bigger record. Nearly every day, for over a quarter of a century.

he has traveled to this city from
his home in Reading, leaving there early
in the morning, and took out an
express train. After his run to Pottsville and back, 186 miles, he deadheaded it back to his home in Reading, making his traveling for the day amount to 302 miles. In twenty-five years this would give the astonishing record of 2,847,000 miles. Eli F. Lynn, W. M. Thomas and Edward Hammann are other Reading conductors who have passed far beyond the one-million-miles mark. On the Pennsylvania railroad there are a number of the conductors who have equally big records. Evidently it is not such a very rare thing to travel one million miles and more." Without doubt there are men on the Central Hudson who could discount any one of these achievements. This may seem a large mileage to Eastern railroad men, but there are a num-ber of men in the West who can show double that mileage in the last twenty-five years, and Tip Layton, who is now super-intendent of the affairs of the Pullman company at Indianapolis, can probably show the largest railroad mileage record of any man in the United States. Mr. Lay-ton was employed by the Sanderson Sleep-ing-car Company in July, 1863, to come West and run their line of sleeping coaches between Indianapolis and St. Louis, which then ran over the Terre Haute & Indianapolis and the St. Louis, Alton & Terre Haute roads. In 1867 the Pullman Car Company put on a line of sleeping cars between St. Louis and New York, and Mr. Layton had charge of the first car run east over the line. It then took forty-two hours to make the run from St. Louis to New York, against thirty hours at the present time. Mr. Layton continued on this run for twenty years, and was then taken off by the Pullman company and placed in charge of excursion trains which were to be run to the Pacific coast, Old Mexico and other points of interest. About a year ago the company, thinking he had done enough traveling, placed him in charge of its affairs at this point. During these years of serv-ice Mr. Layton kept a record of the distance, and it foots up 2,388,246 miles, a mile-age which few, if any, have exceeded.

Theatrical Transportation Business. Monday was an unusually busy day with the passenger agents in New York. It marked the beginning of the season for the theatrical managers to make the necessary arrangements for ratiroad transportation.

The first company of the season started for the West Monday night, over the Erie road, with Minneapolis as its destination. It was Sol Smith Russell's troupe, which opens in the Flour City next week. Thomas J. Davis ticketed his "Hustler" company through to San Diego, Cal., going via the Erie and Northern Pacific, to return on trans-California roads, over the Union Pacific and Chicago & Northwestern. The system of arranging transportation for the theatrical travel is undergoing some radical A greater number of companies will make, as nearly as it can be done, transportation arrangements for their entire tour before leaving. instead of providing for it from city to city. as has been the custom for years. This new departure has naturally mereased the competition among the railroad lines, and representatives say there will be more business from theatrical sources this year than has been known for a great many years. Not a few theatrical managers have so arranged their tours so as to keep off as much as possible from the roads within the jurisdiction of Chairman Finley, of the West-ern Passenger Association, because of his ruling on the subject of party rates to trav-eling companies. The coming month will be an unusually busy one among the pas-senger agents routing the theatrical troupes for the approaching season.

The Union Pacific Acting Surly. A special dispatch from Omaha says that the Union Pacific road is taking measures to prevent the Rock Island and Milwaukee & St. Paul roads from profiting by yesterday's decision in the bridge lease case. The Union Pacific has placed three locomotives on duty at the Council Blufts transfer to guard the approaches and keep out the trains of the St. Paul road. It has also wrecked four cars at the South Omaha junction in order to keep the Rock Island out, and keeps an engine patrolling the yards. The opposing attorneys, in drawing up the decree, have disagreed on two

First-The Union Pacific wants a supersedeas bond to delay the execution of the contract until determined by the Supreme Court. This the opposing roads combat, and ask that the decree Second-The Rock Island and the Milwaukee

ask that their trains be permitted to use the Union Pacific tracks, under the rules and regulations governing Union Pacific trains, until the operation officers can agree on joint rules. The Union Pacific asks that the joint rules be adopted first, as required by the contract. This would delay matters thirty days.

Charges Against the Missouri Pacific. The commissioners of the Western Traffic Association, at Chicago, heard argu-Chicago, Burlington & Quincy railroad for authority to reduce the rate on hard coal As the operating expenses of the roads, forms of sickness. For sale in 50c and \$1 from Chicago to the Missouri river. This outside of the train-service, have not been bottles by all leading druggists,

application was made in deference to the wishes of the coal-dealers there, who, for some time, have had to compete with coal from the East, shipped in large quantities by way of St. Louis and the Missouri Pacific road. That all the coal from Eastern points to Omaha and beyond should be shipped by the route indicated created the impression that the Missouri Pacific was cutting rates. At the recent meeting of the Western Freight Association the Burlington asked permission to reduce the rate from Chicago, but the privilege was not granted all the other roads voting against granted, all the other roads voting against it except the Rock Island. The Burlington then exposed the case to the commissioners, and, at the hearing yesterday the representative of that company made a strong argument, in which he practically accused the Missouri Pacific of cutting coal rates. This brought out an indignant denial from General Freight Agent Parker, and a stormy debate followed, in which the Rock Island representative took part in support of the Burlington's position. The commissioners took the matter under advisement.

Finley Grows Big-Hearted. Chairman Finley, of the Western Passenger Association, gave his decision yesterday in the matter of complaints against the Chicago, Milwankee & St. Paul and the Wisconsin Central lines for making rates from St. Paul to Toronto, by way of Milwankee, on the occasion of the educational convention. He held that these roads violated a provision of the agreement in failing to put into effect the ruling made by the chairman at the time, but, as no harm had been done to any other line, he refrained from inflicting any penulties. The most important part of the decision, however, is that in which Mr. Finley takes the position that these roads, under the agreement, have no right to use through fares via Milwankee upon any basis lower than the agreed through fares, for the reason that there is no provision for them in any of the existing rate-sheets. He excuses it in this instance because the roads are privileged to meet ontside competition, and the "Soo" line had really made the rate used by them; but be insisted that there was no authority for using through excursion rates via Milwaukee. General Passenger Agent Heafford, of the Milwaukee & St. Paul, says he will not submit to this decision, but will appeal to arbitration.

Rate War Threatened. The Wiscopsin Central announces that it will meet all tourist rates to points East, outside of territory within the trunk lines, never before as heavy. Beside a large and will follow any future reduction to a basis of a \$33 round-trip rate to Montreal, which is \$5 less than the present rate. If the war is precipitated, as now seems quite likely from the prehminary skirmishing. all Chicago roads will combine against the "Soo" line and Canadian Pacific, both singly and together. Another \$3 reduction to all points within trunk-line territory may be expected soon.

Personal, Local and General Notes. The Big Four lines, in the third week of July, earned \$263,462; increase over the corresponding week, 1890, \$12,382, The Lake Shore has, in the last sixty days, added twenty engines, most of them

ten-wheel machines, to its power. E. C. Collins has been appointed agent of the Pennsylvania Company at Cleve-land, Ind., vice T. A. Brittenham, trans-The Wabash has, in the last thirty days,

added ten new heavy freight engines to its power, and is still pressed for power to The officials of the Louisville & Nachville company announce that all of the 48,-

tion at 70 has been taken. The first through train from St. Louis to New York over the Vandalia and Pennsyl vania lines was rum on July 28, 1867, twenty-four years ago yesterday.

000 shares of new stock offered for subscrip-

The Louisville, New Albany & Chicago shows an increase in earnings the third week of July, as compared with the corresponding week of 1890, of \$16,176. William R. McKeen, president, and H. W. Hibbard, general freight agent of the Vandalia lines, are this week in Colorado mak-

The death benefits of the Pennsylvania Voluntary Life Association for July will be unusually large, those on the Indianapolis division in the last forty-eight hours amounting to \$3,750.

ing a leisurely trip over the Denver & Rio

Assistant General Manager Hill, N. K Elliott and several other officials of the Vardalia yesterday inspected the Indian-apolis division. To-day they will go over the T. H. & L. division.

The Peoris & Eastern earned in the third week of July, \$30,363.09; increase over the corresponding week of 1890, \$7,035.22. Of this increase \$5,379.97 was made in freight and \$1,655.25 in passenger business.

The remains of John Gottschall, late superintendent of inspectors on the Pennsylvania lines for this point, will to-day be taken to Dayton for burial. A number of railroad men will accompany the funeral

The old Woodruff sleeping cars, which have been running for three years between Indianapolis and Evansville over the Vandalia and the Evansville & Terre Haute, will be replaced to-day by Puliman cars, just out of the shops.

There is so great a demand for harvest hands in the Northwest that the railroads are offering reduced rates to laborers who will help gather the crops. Harvesting in Minnesota and North Dakota will begin next week and will last until Sept. 1.

The system adopted by the Monon of calling for and checking baggage free to Chicago and points beyond has been discontinued, the passenger department alleging that many persons have their baggage checked over the L., N. A. & C. and buy tickets over other routes.

The latest report is that William Black, late general manager of the L., N A. & C., is to be appointed general super-intendent of the Baltimore & Ohio (Western lines) and that M. A. Zook is to be one of his division superintendents. It was impossible last evening, however, to confirm this report.

In the thirty days which A. G. Wells has been superintendent of the Indianapolis division of the Big Four lines he has put in an additional private switch leading to industries at Anderson, one at Versailles and a third at Harper's. Several other side-tracks are to be put in yet this season to encourage manufacturers on the line.

The Indiana, Illinois & lows road, which uses forty miles of the Chicago & West Michigan road, is keeping that piece of track busy. The shippments of grain and dressed meats from Kansas City are taxing the road's power to its utmost, and the road is hauling a good deal of coal from Streator, Ill., which goes to northern

As freight men predicted, the shipments if wheat are now turning to the seaboard. Toledo and Detroit elevators and store-houses are well filled with cereals; at Chicago hundreds of cars are standing on sidetracks loaded with grain, and this results in turning the tide toward the Eastern markets. The all-rail lines will now have plen-

ty of business. The Lake Shore people are pushing their improvements in the northern part of the State vigorously. The eight-mile fill through the Kankakee swamps will be completed by Nov. 1, and also the deep cuts approaching it. The construction of this piece of road shortens the line and does away with some of the heaviest grades on the western division.

The Pennsylvania Company has leased from the Indiana Midland its terminal facilities at Anderson. H. Moore, when general manager of the Indiana Midland, put in a switch to every manufactory at Anderson that wanted one, and really secured a monopoly of the switches leading to such manufactories. Now the Indiana Midland leases them to the Pennsylvania Company at a very handsome figure.

Mr. Ketcham, a prominent banker of Toledo, and one of the directors of the Toledo & Chicago Bee-line, says that the company is not depending on Eastern capital to build the road. It will be built by capital from Toledo, Chicago and other points on the line. This statement is taken as good evidence that the road will be built, for he personally has several million dollars, and he has large influence in northern Ohio.

An official of the Mackey lines, all of which center at Evansville, says that the earnings of July this year will be at least \$45,000 ahead of last year on the different roads, as the grain crop is heavy on all, and shipments of stone, coal and miscellaneous ments, yesterday, in the application of the freights are crowding the roads with business. Every car and locomotive fit for

increased with the rush of business, large net earnings are looked for this month, in August and September, if rates are well maintained. So much of the business on the Mackey lines is of a local character

that good rates may be auticipated. Superintendent Wells, of the Indianapolis division of the Big Four, thinks that some of the citizens at Anderson are not disposed to treat the company fairly. Under the new arrangement which takes effect next Sunday the mail from Indianapolis will arrive at Anderson at 7:20 A. M., in ample time to distribute it before most business men reach their offices, and the same train will reach Muncie at 7:55 A. M., going on through to Bellefontains.

General Superintendent Peck, the train-master of the Indianapolis and Cleveland divisions of the Big Four and the general yardmasters at Cincinnati and Cleveland are at Springfield straightening out the strike troubles. Not a man of the thirty-five who struck will be re-employed. The importance of this station is shown in the fact that five switching engines and crews by day and three by night are kept in service. Five divisions of the Big Four center at this point.

The Indiana & Illinois Southern road, which, it is said, the Mackey syndicate is seeking to secure control of, is ninety-one miles in length. extending from Switz City, Ind., to Effinguam, Ill. It was first built narrow-gauge, and about three years ago converted into a standard gauge road. It is still in poor physical condition, the light narrow-gauge rails, in the main, being re-tained, and the rails resting on the ends of short ties, except where new ones have been put in at intervals to reinforce the old ties. The road, to be of any real value, must be practically rebuilt.

For several weeks past General Manager McDoel, of the Louisville, New Albany & Chicago road, knowing that the Northwestern roads would not need their cars until later to move their grain, has been holding ears of such roads as they came south un-til be had several hundred side-tracked at points on the main line and on the Indianapolis division. For ten days past he has been loading these cars with wheat at such points for Chicago, thus furnishing cars readily, and, instead of hauling them to Chicago empty and for nething, the plan has yielded \$15,000 or more to the company.

The Lake Erie & Western has just distributed twenty-three miles of new steel rail between Plymouth and LaPorte, which is to be put in the track at once, taking up rails which were laid in 1856 and and 1866. The business of this division, which extends from Peru to Michigan City, was movement of grain the shipments of lumber, sand, ice and miscellaneous freights are heavy beyond precedent. There has been a remarkable development of business on this division the last few years. which now begins to be felt in the increase of freight traffic and increased earnings.

CULLINGS FROM THE COURTS.

Judge Walker Denies an Injunction Against School Trustees.

In the injunction case against the school trustees of Haughville, concerning the building of a new school-house, Judge Walker, yesterday, decided that the evidence did not sustain the charge on which the trustees were temporarily restrained from going on with the work. Therefore, a perpetual injunction was denied. The Judge also said there was nothing to show that the trustees sought, by erecting the building on the south side of the railroad tracks, to increase the value of property in that vicinity owned by them. He, however, believed the cost of the proposed building, \$8,000, seemed extravagant, but this was not a matter for the court to consider. It must be referred to the people of the town. The trustees had acted within the law.

Notes from the Dockets, Paul P. Black qualified yesterday as administrator of the estate of Catherine Williams. He gave a bond of \$700. United States District Attorney Chambers was at Fort Wayne yesterday looking after a case before the commissioner there. Robert Paxton was bound over to the grand jury in the Mayor's Court, yester-day, under bond of \$5,000. He is accused of criminally assaulting two little girls. The appearance bond of Jesse Moore, in dicted in Hancock county on a charge of disposing of his property to defraud his creditors, is the matter of a suit brought yesterday by Prosecuting Attorney Holtzman,

of this county. The case came here on a change of venue, and the prosecuting at-torney seeks to have the bond forfeited, as Moore did not appear for trial. The Court Record. CIRCUIT COURT. New Swits Filed.

Grange Hall Association, Indian Creek Grange, No. 828, Patrons of Husbandry, vs. Joseph McNutt et al.; on judgement. Demand. \$200. State of Indiana vs. Jessee Moore et al.; forfeiture of bond. Demand, \$1,000. Amanda J. Davis va. Levi H. Fessler; trespass. Demand, 2500.

SUPERIOR COURT. New Sunt Filed. Gaillard M. Jackson vs. Chicago, St. Louis & Pittsburg railroad; damages. De-

mand, \$5,000. MR. BLAINE'S HOME.

His Pleasant Surroundings at "Stanwood," His Bar Harbor Residence. Correspondence Boston Heraid.

The hall is handsomely farnished with the usual appointments of rugs, and screens, and lounging-chairs, and convenient tables, and opposite the entrance door double doors open on to the piazza, which runs on two sides of the house and has its own complement of tables and chairs, among them a roofed chair, in which the Secretary sits. abeltered from the sun and wind, until he prefers to go indoors and sit by the wood fire. On the right of the doors which open on to the piazza is the wonderful oval window, fourteen feet long, which gives, when looked into from without, two reflections of everything in the bay below. Two yachts appear to be sailing by, when really there is but one, and two pairs of lovers paddle their light cance in the window, when there is but one on the bay. Inside, beneath the window, runs a broad, low seat, made into a soft, luxurious couch by means of pillows and rugs. Back of the little morning-room, which is so daintily furnished in white and palest blue brocade, is the library. On the right of the entrance is the diningroom, and above stairs are the sleeping-rooms, dressing-rooms, and boudoirs. The house, like the other Blaine residences, in Augusta and Washington, is very handsome in all its appointments and furnishings, and contains much beautiful china, many pictures and various objects of interest. Hanging upon the walls of the library are photographs of the late Emperors Frederick William and Frederick of Germany, with their autographs beneath, which were presented to Mr. Blaine when he was in Europe, some years ago, and to which, naturally, pleasant and interesting reminiscences attach.

Prof. Nipher's Appointment. New York Tribune. Secretary Rusk denies a story recently circulated to the effect that he had practically decided to appoint Prof. Nipher, of St. Louis, superintendent of the Weather Bureau, when, in response to an inquiry about his politics, the Missouri scientist declared that this was nobody's business but his own. "Uncle Jerry" declares that he never put any such inquiry to Prof. Nipher. Still, he believes in men having political convictions, according to a Washington dispatch, which quotes him as saying: "When I was in Chicago a few weeks ago picking out the force of microscopists for the meat inspection, there was one fine young fellow who had good recommendations from his professors. I said: 'These are all right. Now, what's your politics?' It startled him a little. for he wasn't a voter, and he said so. 'Well,' I told him, 'your father's a Democrat, isn't he?' The young fellow said yes, and I might put him down as a Democrat, too. 'On you go,' I said; 'that's all I want to know,' and I appointed him. There was another fellow who said he was a Republican. I found out the next day he was a Democrat, and I dropped him—not for being a Democrat, but for lying about it and saying he was a Republican when he wasn't."

Whether on pleasure bent or business, should take on every trip a bottle of Syrup of Figs, as it acts most pleasantly and effectually on the kidneys, liver and bowels,

DR. WILLIAM RAINEY HARPER,

President of the Chicago University, Elected Principal of the Chaulauqua System. Apparently the Chautauqua system is growing in popular interest and favor, and its supporters seem determined that this tendency shall be strengthened and intensified. The important post of principal has been filled by the selection of Dr. William Rainey Harper, the celebrated scholar and educator and president of the University



of Chicago. Dr. Harper was born in New Concord, O., July 26, 1856. He was the eldest of five children of Samuel and Ellen E. Harper, and is of Scotch-Irish ancestery. He entered the Muskingum College at the age of ten, and took his B. A. at the age of fourteen, delivering a Hebrew oration on commencement day. At seventeen he entered the graduate department at Yale, and after two years he received his degree of Ph. D. He then became principal of Masonic College in Macon, Tenn., where he remained one year. He next accepted the principal-ship of the preparatory department at Dennison University, Granville. O. In 1879 he was elected professor of Hebrew and the cognate languages in the Baptist Theological Seminary, Morgan Park, Ill. In 1880 he conceived and instituted the Hebrew Correspondence School, and in 1884 the Institute of Hebrew was organized under his direction. In 1880he organized the summerschool system, and in 1885 he was elected principal of the Chantauqua College of Lib-

Close of the Chautnuqua Retreat. CHAUTAUQUA, N. Y., July 28.—The teachers' retreat has been closed. It was the most successful retreat yet held. Colonel Parker, with six assistants from the Cook county Normal School, has been in charge. Mr. W. H. Raymond, who was to have spoken to-night on "The Navy, Past and Present," is too ill to keep his appointment, but his stereopticon pictures will be shown. The college fraternity men are to give a banquet. Professor Little continues his lecture course on "Medneval Biography," and Leon H. Vincent his course on "American writers." Professor Sherwood, of the Chicago Conservatory of Music, made his first appearance here last evening and was enthusiastically received.

DAILY WEATHER BULLETIN.

Local Forecasts. For Indianapolis and Vicinity-For the twenty-four hours ending 8 P. M., July 29-Slightly warmer; fair weather. GENERAL INDICATIONS.

WASHINGTON, July 28 .- Forecast till 8 P. M. Wednesday: For Indiana and Illinois-Fair, except light showers in extreme north; stationary

temperature; south winds. For Ohio-Showers; stationary temperature; south winds. Observations at Indianapolis. INDIANAPOLIS, July 28, Time. | Bar. | Ther. | K. H. | Wind. | Weather. | Pre.

7 A. M. 29 97 64 82 S'east Cloudy. .12 7 P. M. 29.90 72 41 South Cloudless. .02 82 S'east Cloudy. Maximum temperature, 76; minimum temper-Following is a comparative statement of the temperature and precipitation on July 28: Normal

General Wenther Conditions.

TUESDAY, July 28, 8 P. M. PRESSURE-Lower barometric pressure prevails everywhere, the lowest in British Columbia; on the Atlantic and gulf coasts alone the pressure is slightly above normal. TEMPERATURE-Sixty degrees and less is reported from Lake Superior northward: 70° and above from beyond Montana, Dakota, western Minnesota, Iowa, Indiana, Lake Erie and Pennsylvania southward; 80° and above from the Pacific coast over Montana to South Dakota, and from Texas and the gulf coast southward; 900 and above in western Texas. PRECIPITATION - Light local rains fell everywhere, except in Missouri, Illinois and Kentucky; heavy rains at Fort Smith, Ark., 1.24; Charleston, S. C., 1.06, and at

DISTRICT AND COUNTY FAIRS. In the subjoined list all dates are inclusive, and the name of the secretary of each association is given: Auburn District-Auburn, DeKalb county, Sept. 7 to 11, Cal. Husselman. Acton District-Acton, Marion county, Sept. 8 to 11, T. M. Richardson. Benton and Warren-Boswell, Sept. 7 to 11, George W. Cones. Bridgeton Union-Bridgeton, Parke county, Aug. 10 to 15, Thomas S. Nevins. Bremen Agricultural-Bremen, Sept. 29 to Oct. 2, Henry H. Miller. Carmel District-Carmel, Hamilton county. Eastern Indiana Agricultural Association-Kendaliville, Nobie county, Sept. 28 to Oct. 2, J. Fairmount Union-Fairmount, Grant county, Sept. 14 to 18, J. D. Lathan. Fountain, Warren and Vermillion-Covington, Fountain county, Sept. 14 to 18, Wm. H. Miles. Francisville Union - Francisville, Pulaski Grange Jubilee and Agricultural Exhibition Association—Wirt Station, Jefferson county (Stony Point), Aug. 18 to 21, T. H. Watlington.
Gosport District—Gosport, Owen county, Aug.
24 to 28, George B. Spicer.
Henry, Madison and Delaware—Middleton,
Henry county, Aug. 4 to 7, P. H. Hodson.
Kentland Agricultural — Kentland, Newton county.
Knightstown Fair-Knightstown, Henry county, Aug. 25 to 29, L. P. Newby. Loogootee District Fair Company-Loogootee, Oct. 6 to 10, John Raney. Lawrence District-Lawrence, Marion county. Miami and Fulton-Macy, Miami county, Aug. 25 to 28, Dr. J. S. Wilson.

Montpeller Tri-County—Montpeller, Blackford

New Carlisle and Farmers' Union Fair-New Carlisle, St. Joseph county, Sept. 23 to 25, W. H. New Ross Agricultural—New Ross, Mont-gomery county, Aug. 10 to 14, Thomas F. Rouk. Northeast Indiana Agricultural—Waterloo, De-Kalb county, Oct. 5 to 9, M. Kiplinger.
Northern Indiana and Southern Michigan Exhibiting Association—Warsaw, Kosciusko county, Sept. 14 to 18, M. A. Wilcox. Northern Indiana and Southern Michigan-South Bend, St. Joseph county, Sept. 14 to 18, C. G. Towle.

North Manchester Tri-County-North Manchester, Wabash county, Sept. 29 to Oct. 2, E. A. North Salem Agricultural and Horticultural -North Salem, Hendricks county, Aug. 3 to 7, L. Oakland City Agricultural and Industrial— Oakland City, Gibson county, Aug. 24 to 29, Z. Poplar Grove Agricultural, Horticultural and Mechanical-Poplar Grove, Howard county, Sept. 28 to Oct. 2, Robert T. Barbour.
Remington Fair Association—Remington, Jac-Signature Per county, Aug. 25 to 28, O. M. Vickery.
Southern Indiana District—Mount Vernon,
Posey county, Sept. 21 to 25, Ellwood Smith.
Switzerland and Ohio—East Enterprise, Switzerland county, Aug. 25 to 28, Wm. H. Madison.
Vermillion Joint Stock—Newport, Vermillion
county, Sept. 28 to Oct 2, Lewis Shepard.

Warren Tri-County — Warren, Huntington county, Sept. 1 to 5, Wm. F. Swaim.
Washington and Clark—Pekin, Washington county, Sept. 8 to 11, Thos. H. B. Baker.
Wayne, Henry and Randolph—Dalton, Wayne county, Sept. 8 to 11, L. H. Davis.
Wayne County Fair Association—Hagerstown, Wayne county, Aug. 18 to 22, J. M. Lontz.
Northern Indiana and Southern Michigan Exhibition and Savings Association—Warsaw, Kosciusko county, Sep. 14 to 18, M. A. Wilcox.

Boone County Agricultural Association—Lebe-non, Aug. 17 to 21, Levi F. Moler. Carroll County—Camden, Sept. 1 to 4, Z. A. Clinton County-Frankfort, Aug. 24 to 28, Jos. Daviess County—Washington, Sept. 28 to Oct.

3, James C. Lavelle.

Dearborn County—Lawrenceburg, Aug. 18 to
22, John S. Dorman. Decatur County-Greensburg, Aug. 25 to 29 elaware County-Muncie, Aug. 18 to 21, Marc. S. Claypool.

Dubois County—Huntingburg, Sept. 14 to 19,
F. W. Katterhenry.

Elkhart County—Goshen, Sept. 21 to 25, Thos. Fulton County-Rochester, Sept. 2 to 5, W. M.

Gibson County-Princeton, Sept. 7 to 12, 8 Grant County-Marion, Aug. 25 to 29, J. F. Carmichael.

Greene County-Linton, Aug. 31 to Sept. 5,

James H. Humphreys.

Greene County (Central)-Bloomfield, Sept. 14
to 19, R. T. Burrell. Hamilton County-Sheridan, Aug. 31 to Sept. Will J. Woods. Hancock County-Greenfield, Aug. 18 to 21, Harrison County-Corydon, Aug. 24 to 28, T. Henry County-New Castle, Aug. 11 to 14, O. Howard County-Kokomo, Aug. 31 to Sept. 4. Geo. W. Landon, Huntington County-Huntington, Sept. 8 to 12, Leon T. Bagley.

Jay County-Portland, Sept. 29 to Oct. 2. H. J. Jefferson County-Madison, Aug. 11 to 14, Joseph M. Cravens.
Jennings County-North Vernon, Aug. 4 to 7, Wm. G. Norris. Johnson County-Franklin, Sept. 15 to 19, W.

Knox County-Vincennes, Oct. to 12 17, Jas. W. Emmison.

Lake County—Crown Point, Sept. 29 to Oct. 2,

George I. Maillet.

LaPorte County—LaPorte, Sept. 29 to Oct. 2, W. A. Martin. Lawrence County-Bedford, Oct. 6 to 10, F. M. Miami County-Peru, Sept. 14 to 18, Fred W.

Monroe County-Bloomington, Sept. 14 to 18, John E. Edmondson. Montgomery County—Crawfordsville, Set. 7 to 12, W. W. Morgan.

Marion County—Agricultural rooms, State-house, second Saturday of each month, Ida F. Richardson. Newton County-Morocco, Sept. 15 to 19, Frank Noble County-Ligonier, Oct. 5 to 9, J. E. Mo-Owen County-Spencer. Aug. 17 to 21, Mat Orange County-Paoli, Sept. 9 to 12. Harry M Miller, secretary.
Parke County-Rockville, Aug. 17 to 21, W. H. Perry County-Rome, Sept. 14 to 19, O. E. Rob-Pike County-Petersburg, Aug. 31 to Sept. 4, E. P. Richardson. Posey County-New Harmony, Sept. 14 to 18, Pulaski County-Winamac, Sept. 15 to 18, Putnam County-Bainbridge, Aug. 31 to Sept. Randolph County-Winchester, Sept. 8 to 11, Rush County-Rushville, Sept. 8 to 12, Charles Shelby County-Shelbyville, Sept. 1 to 5, E. E. Spencer County-Rockport, Sept. 21 to 26, A. Steuben County-Angola, Sept. 22 to 25, F. Sullivan County-Sullivan, Sept. 7 to 12, Jas.

Spencer County-Chrisney, Sept. 28 to Oct. 3, P. C. Jolby. Tippecanoe County-Lafayette, Aug. 31 to Sept. 4, Mortimer Levering. Scott County-Scottsburg, Sept. 8 to 11, J. H. Shea. Secretary. Tipton County-Tipton, Aug. 17 to 22, W. R. Vermillion County-Cayuga, Aug. 17 to 21, J. S. Grondyke. Vico County-Terre Haute, Aug. 24 to 28, Charles C. Oakey. Wabash County-Sept. 22 to 26, George B. Washington County-Salem, Sept. 1 to 4, E. W. Wayne County-Richmond, Aug. 25 to 28 Warren County-West Lebanon, Aug. 18 to 21 F. J. Goodwine.

How to Get to the North Pole, Dr. Fridtjof Nansen, in August Forum. We may seem fully entitled to draw the conclusion that a current is constantly running across the polar region somewhere north of Franz Josef Land from the sea north of the Siberian coast and Bering strait, and into the sea between Spitzbergen and Greenland. Since such a current exists, the most patural way of reaching the North Pole, or a point quite near it, must be to enter the current on the side where it runs northward, that is, somewhere near the New Siberian islands, and let it errry one straight across those unknown regions which it has prevented so many from reaching. I shall build a wooden ship as small and as strong as possible; it shall be just big enough to carry provisions for twelve men for five years besides the necessary coal; a vessel of about two hundred tons will suffice. of the ship will be that she shall be built on such lines as will give her the greatest power of resistance to the pressure of the floe ice. Her sides must not be perpendicular, as those of ships generally are, but must slope from the bulwarks to the keel, or, to use a sailor's ex-pression, her "dead rise" must be made great so that the floes shall get no hold of her when they are pressed together, but will glide downward along her sides and under her, thus tending to lift her out of the water. With this vessel and a crew of ten or twelve strong and well-picked men. besides an equipment for five years as good in all respects as modern appliances can afford, I think the enterprise has a good

prospect of success.

LESS THAN HALF THE

PRICE OF OTHER BRANDS + POUNDS,20+ + HALVES, 10 + QUARTERS, 54 SOLD IN CANS ONLY

The Liebig COMPANY Have for twenty-five years been putting up the famous product which stirred medical circles when first invented and given to the world by the renowned chemist, Justus von Liebig. Their EXTRACT OF BEEF been carried into "Darkest Africa" by Stan-

ley. It is unapproachable for purity, flavor and beneficial effects. As BEEF TEA, de-licious and refreshing. Indispensable in Improved and Economic Cookery.

ASBURY PARK, N. J. COLEMAN HOUSE. Directly on the beach. The leading hotel. Now open. For rates, diagrams and information address ALFRED S. AMER, room cierk, THE COLEMAN HOUSE, Asbury Park, N. J.

THE TRUSTEES OF THE METHODIST EPIS. copal Church in Noblesville, Ind., do hereby invite scaled bids for the erection of a new church building to be situated in said town of Noblesville. The plans and specifications for the said church are now on file and to be seen at the store of Truitt & Sons, in Noblesville, Ind. Bids will be received until the lat day of August, 1891, at 7 o'clock in the evening, when the same will be opened. Each bid is to be ac-Allen County Driving Chub—Fort Wayne, July companied by a good and sufficient bond for the whole amount bid. The said Trustees reserve the right to reject any or all bids.

COPY OF STATEMENT OF THE CONDITION

- OF THE -

RAVELERS INSURANCE COM'NY

On the 30th day of June, 1891.

Located at Hartford, Conn. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Real estate unincumbered.

Bonds and stocks owned by the company, bearing interest at the rate of — percent, as per 6,215,378.38 Losses unadjusted. \$162,088.10

Losses in suspense, waiting for further proof. 75,300.00

All other claims against the company 10,000.00

Amount necessary to reinsure outstanding risks 10,304,226.09 The greatest amount in any one risk, \$25,000.

COPY OF STATEMENT OF THE CONDITION

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1891, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 18th day of July, 1891.

J. O. HENDERSON, Auditor of State.

State of Indiana, Office of Auditor of State.

ONNECTICUT FIRE INSURANCE COMPANY

On the 30th day of June, 1891.

Located at No. 51 Prospect street, Hartford, Conn. CHAS. R. BURT, Secretary. J. D. BROWNE, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand, and in the hands of agents of other persons. Real estate unincumbered... Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured. \$2,500,392,50 LIABILITIES. Losses adjusted and not due
Losses unadjusted
Losses in suspense, waiting for further proof
Amount necessary to reinsure outstanding risks

State of Indiana, Office of Auditor of State: I. the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company on the 30th day of June, 1891, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 18th day of July, 1891.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

- OF THE -

The greatest amount in any one risk, \$10,000.

PACIFIC FIRE INSURANCE COM'NY

On the 30th day of June, 1891. Located at No. 151 Broadway, New York city, N Y.

GEORGE JEREMIAH, Secretary. F. T. STINSON, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash en hand and in the hands of agents or other persons.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule \$2,615.64 filed, market value.

Loans on bonds and morryages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured.

Debts for premiums.

All other securities. 440,150.00 195,900,00 LIABILITIES. Amount owing, and not due, to banks or other creditors.

Losses adjusted and not due.

Losses unadjusted

Losses in suspense, waiting for further proof.

All other claims against the company.

Amount necessary to reinsure outstanding risks. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1891, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official scal, this 20th day of July, 1891.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

- OF THE -

NEWARK FIRE INSURANCE CO

On the 30th day of June, 1891.

Located at Nos. 741 and 743 Broad street, Newark, N. J. OSCAR O. BREWER, Secretary. JOHN J. HENRY, President. The amount of its capital is \$250,000.

The amount of its capital paid up is \$250,000. THE ASSETS OF THE COMPANY ABE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Real estate unincumbered.

Honds and stocks owned by the company, bearing interest at the rate of — per cent. as per Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance. Losses unadjusted.
Losses in suspense, waiting for further proof.
All other claims against the company.
Amount necessary to reinsure outstanding risks. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1891, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 18th day of July, 1891.

J. O. HENDERSON, Anditor of State.

COPY OF STATEMENT OF THE CONDITION

PHOENIX MUTUAL LIFE INSURANCE COMPANY

On the 30th day of June, 1891. Located at No. 291 Main street, Hartford. Conn.

CHARLES H. LAWRENCE, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Heal catate unincumbered
Bonds and stocks owned by the company, bearing interest at the rate of — per cent, as per
per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is
mortgaged, and free from any prior incumbrance.

Debta otherwise secured.

Debta for premiums

The greatest amount in any one risk (of which \$5,000 is reinsured) \$20,000. I, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 30th day of June, 1891, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 20th day of July, 1891.

J. O. HENDERSON, Auditor of State.

THE SUNDAY JOURNAL

The Best and Cleanest Paper published in Indiana, and containing more and better reading matter than any other, will be sent anywhere in the United States, postage paid, for

\$2 PER ANNUM.